

THE FUEL SHORTAGE BEING BLAMED ON A NUMBER OF THINGS

Trade Commission Asserts Misuse of Cars Is One Cause of Trouble.

THE RAILROADS AT FAULT

Is Another Claim: Coal Industry Is Paralyzing Other Industries; Mine Labor Disorganized and All Sorts of Troubles Exist, It Is Alleged.

In its annual report the Federal Trade Commission goes to some pains to give its views on the coal situation, basing its statements upon the results of investigations made by its cost accountants and others.

"Imperfect transportation and continued misuse of coal car equipment is still at the bottom of the present serious situation regarding," is the conclusion of the commission in its report.

The commission, which has for the past year had a large force of cost accountants, investigators, and economists studying the coal problem, told Congress again that it stated last June in a special report—that there is a sufficient and adequate supply of coal cars, but that misuse of them makes capacity output impossible.

The commission quoted excerpts from its report of June 20, adding, "Passage of time has demonstrated the correctness of the commission's statement."

The delay in the movement of coal cars—both loaded and empty—continues to limit the output of the mines. Movements of coal cars, so slow as to average 12 to 15 miles per day, are now matters of common knowledge. No effort at stimulation, either by way of exhortation to labor or increased prices to operators, can avail against the absolute limit of production set by the misuse of coal car equipment, of which, if properly used, there is an adequate supply.

"The commission believes that subsequent events have demonstrated the correctness of the statement that the coal industry is paralyzing the industries of the country, and that the coal industry itself is paralyzed by the failure of transportation."

The excerpts from the commission's report of last June which it thus deems passage of time has upheld and which are repeated, declare:

"The present production of bituminous coal the country over is about 40 per cent of the possible maximum, and this limitation is solely to be charged, as to primary cause, to faulty rail transportation. The present demand for coal is unprecedented, but the mines now open are capable of filling this demand if adequate car supply is furnished.

"It's a fact in the bituminous industry that the capacity of a mine for production and the capacity of labor is limited absolutely by the supply from day to day of coal cars for the moving of the product. Thus we have found that, with the market at unheard-of prices, labor is often standing idle at the mines and production is limited as compared with the possible productive capacity.

"We find that mine labor is being disorganized by reason of irregular employment and forced idleness, and that in some fields bituminous mines are working only three or four days a week and that willing labor and willing operators are standing idle half the time."

"In other fields where there is now a more nearly adequate car supply the irregularity of car supply in recent past has so disorganized and discouraged labor that these mines are not now nearly at full capacity of production. The irregularity and uncertainty of employment has caused the miners to be tempted to leave the mines and go into other employment, and, having left, it is difficult to bring them back."

"The commission believes that there are enough coal cars in the country, but that there are not enough coal cars delivered to the mines, and that an inadequate supply having been delivered to the mines and loaded, these cars are not moved to the point of consumption either with the greatest of expedition, nor are they promptly discharged upon their arrival at the destination."

"In the latest report the commission aims to clear up an apparent misinterpretation of its position regarding corporate relationships between transportation companies and coal companies. In its report of June last the commission said in part:

"Whatever measure of success has marked the efforts of the commission with relation to anthracite, coal has been largely because the coal supply has been adequate by reason of the close corporate relation between rail transportation and anthracite production."

"Quite the contrary condition exists with relation to bituminous and rail transportation and with relation to water transportation as to both kinds of coal."

The above excerpt is repeated in the latest report with this declaration immediately following:

"This statement of the commission seems to have been open to a construction that a close corporate relation between coal-mining companies and transportation agencies is desirable. On the contrary, the commission was seeking simply to show that if sufficient interest is present transportation facilities in existence can be made adequately to care for stimulated production. The speedy movement of coal by interested transportation companies was pointed out to emphasize, by contrast, the misuse of rolling stock by other transportation companies. The evils of a community of interest between coal-producing and coal-transporting companies are fully

recognized by the commission. Instead of being in the public interest, this community of corporate interest, therefore, makes for unduly high prices of coal to the public, and has in it the making of further monopoly."

WORK OF U. S. LABOR BUREAU

Considerable Was Accomplished During the Year in Listing Available Workers in All Lines.

In its annual report Secretary of Labor Wilson says that the extraordinary demand for "man power" on the military side of war preparations was responded to by the department through its United States Employment Service as soon as the demand arose.

Shortly after the declaration of war a call came to this department from the United States Shipping Board to locate and report on the number of ship carpenters, calkers, and other skilled ship-workers in the United States available for immediate duty. Within 10 days a list of approximately 19,000 skilled mechanics ready to respond to the call of the government or firms engaged in shipbuilding under contract with the government was filed in the Division of Information.

Reports now at hand indicate an impending call for not less than 150,000 skilled workers of many classes, involving 30 mechanical trades, to serve in the various shipyards engaged in constructing vessels for the Shipping Board.

The United States Public Service Reserve was created June 14, 1917, by the Secretary of Labor. This organization is planned to be a registration agency for patriotic citizens who desire to offer their services to the government either with or without compensation and to work either directly in government enterprises or in enterprises engaged in service for the government.

The secretary here reviews at length the work of women in the war under the various organizations and adds:

An analysis of the thousands of calls for women labor on war contracts shows that, aside from the making of munitions, the work for which women are most needed in war industries is woman's world-old work—spinning, weaving, knitting, sewing, and conserving of food. Of course, they are called upon to do it under modern industrial conditions, in mills and factories equipped with power-driven spinning frames, looms, and knitting or sewing machines. But woman's work is the same; only her tools have changed. The war has given an added importance to her ancient task and emphasizes the responsibility of this department to see to it that her efficiency does not fail in this the Nation's emergency through lack of effective attention to the conditions which surround her labor.

SHIPMENTS OF ORE FELL OFF MORE THAN 3 PER CENT IN 1917

Total Decrease 2,235,292 Tons Below the Record of Last Year.

SEASON LATE IN OPENING

Adverse Weather at the Close Helps to Reduce Total, Although Movement Last Month Was Heaviest of Any November in History of Lake Trade.

Shipments of Lake Superior iron ore in 1917 aggregated 62,493,901 gross tons. In 1916 the lake shipments were 64,734,198 gross tons. The decrease this year thus amounts to 2,235,292 gross tons, or 3.45 per cent, says the Cleveland Daily Iron Trade.

Some months ago the iron season was generally held that the lake fleet would have difficulty in moving more than 60,000,000 gross tons this year owing to the serious delay encountered from ice in the early months of the season. On June 1 the fleet was 3,500,000 gross tons behind its 1916 record. With only a comparatively small increase in capacity, the lake fleet was expected to have difficulty in keeping up with the record made between June 1 and the closing of the 1916 season. Despite serious delays encountered in September and October through the shortage of railroad cars, the lake fleet, however, ran around its 1916 record and brought the total season's shortage down to 2,235,292 gross tons.

The splendid results shown by the lake fleet during November and December account for much of this favorable showing. The record last month was the heaviest of any November in the history of the lakes. In December, despite the early appearance of freezing weather, ore shipments were 91,475 gross tons, within 174,425 gross tons of the 1916 figure and far above any other December.

Coupled with an all-rail movement of 2,000,000 gross tons, the total shipments of iron ore from the Lake Superior shippers this year approximate 64,500,000 gross tons against 66,558,466 gross tons in 1916.

Lake shipments by years, since 1906 are as follows:

Year	Gross Tons
1916	64,558,466
1915	66,558,466
1914	64,734,198
1913	62,493,901
1912	59,070,478
1911	57,155,777
1910	52,180,411
1909	45,829,714
1908	38,958,921
1907	25,491,931
1906	41,290,709
	37,512,589

State Would Sell Coal.

A movement is on foot in Colorado to amend the state constitution to provide for mining and selling coal by the state.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, December 22, 1917.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
132	152	Beatty	Mt. Pleasant Coke Co. Greensburg
20	60	Boyer	Mt. Pleasant Coke Co. Greensburg
22	30	Brown Run	Brown Run Coke Company Mt. Pleasant
150	150	Carlyle	Pearless-Cleville Coke Co. Pittsburgh
49	40	Dexter	Clare Coke Co. Greensburg
10	40	Ellen No. 1	Connellsville Connellsville
100	100	Ellen No. 2	Whitel Coke Co. Greensburg
200	100	Elm Grove	Elm Grove Coke Co. New York
125	110	Fort Hill	W. J. Rainey Summit-Cleville Coke Co. Connellsville
101	101	Franklin	Franklin Coke Co. Uniontown
125	60	Gilmore	Gilmore Coke Co. Uniontown
125	8	Grace	W. J. Rainey Newcomer Coke Co. Uniontown
145	145	Humphrey	Examiner Coke Co. Pittsburgh
35	40	Jimino	Shannon Coal & Coke Co. Uniontown
35	40	Magee	Johnson Fuel Co. Uniontown
35	40	Mahoning	Mahoning Coal & Coke Co. Connellsville
350	270	Mt. Bedford	W. C. Frick Coke Co. Pittsburgh
310	310	Mt. Pleasant	Mt. Pleasant Coke Co. Greensburg
32	32	Myers	Brownfield-Cleville Coke Co. Uniontown
40	40	Nolle	Brown & Cochran Dawson
180	180	Painter	Newcomer Coke Co. Uniontown
51	51	Paul	W. J. Rainey New York
40	40	Shirley	South Pittsburg C. & C. Co. Uniontown
80	80	Veteran	Whitel Coke Co. Greensburg
57	43	West Penn	West Penn Coke Co. Pittsburgh

FURNACE OVENS

260	190	Adelaide	H. C. Frick Coke Co. Pittsburgh
300	172	Alverton	H. C. Frick Coke Co. Pittsburgh
200	300	Alvarey	H. C. Frick Coke Co. Pittsburgh
200	200	Brinkertown	H. C. Frick Coke Co. Pittsburgh
200	117	Buckley	H. C. Frick Coke Co. Pittsburgh
260	256	Calumet	H. C. Frick Coke Co. Pittsburgh
301	203	Central	H. C. Frick Coke Co. Pittsburgh
100	400	Cochran	H. C. Frick Coke Co. Pittsburgh
100	400	Collier	H. C. Frick Coke Co. Pittsburgh
100	400	Continental	H. C. Frick Coke Co. Pittsburgh
300	300	Continental	H. C. Frick Coke Co. Pittsburgh
120	120	Crossland	H. C. Frick Coke Co. Pittsburgh
230	230	Diamond	H. C. Frick Coke Co. Pittsburgh
150	150	Douglas	H. C. Frick Coke Co. Pittsburgh
272	272	Hecla No. 1	H. C. Frick Coke Co. Pittsburgh
270	270	Hecla No. 2	H. C. Frick Coke Co. Pittsburgh
300	300	Hecla No. 3	H. C. Frick Coke Co. Pittsburgh
255	150	Hostetter	Hostetter-Cleville Coke Co. Pittsburgh
250	240	Junction	H. C. Frick Coke Co. Pittsburgh
305	305	Kingsley	H. C. Frick Coke Co. Pittsburgh
402	422	Lentz	H. C. Frick Coke Co. Pittsburgh
502	481	Lentzington	H. C. Frick Coke Co. Pittsburgh
502	429	Leisenring	H. C. Frick Coke Co. Pittsburgh
304	304	Leith	H. C. Frick Coke Co. Pittsburgh
227	211	Lemont No. 1	H. C. Frick Coke Co. Pittsburgh
300	350	Lemont No. 2	H. C. Frick Coke Co. Pittsburgh
500	500	Mammoth	H. C. Frick Coke Co. Pittsburgh
100	329	Marguerite	H. C. Frick Coke Co. Pittsburgh
195	151	Mutual	H. C. Frick Coke Co. Pittsburgh
250	250	Offphant	H. C. Frick Coke Co. Pittsburgh
328	311	Oliver No. 1	Oliver & Snyder Steel Co. Pittsburgh
401	417	Oliver No. 2	Oliver & Snyder Steel Co. Pittsburgh
300	300	Oliver No. 3	Oliver & Snyder Steel Co. Pittsburgh
400	400	Phillips	H. C. Frick Coke Co. Pittsburgh
142	400	Pedstone	H. C. Frick Coke Co. Pittsburgh
120	118	Rise	H. C. Frick Coke Co. Pittsburgh
145	145	Shad	H. C. Frick Coke Co. Pittsburgh
150	150	Southwest	H. C. Frick Coke Co. Pittsburgh
166	166	Southwest	H. C. Frick Coke Co. Pittsburgh
801	811	Standard	H. C. Frick Coke Co. Pittsburgh
110	110	Semen-Solway	Dunbar Furnace Co. Uniontown
100	100	Sherman	H. C. Frick Coke Co. Pittsburgh
404	404	Shuster	H. C. Frick Coke Co. Pittsburgh
320	320	United	H. C. Frick Coke Co. Pittsburgh
200	112	Valley	H. C. Frick Coke Co. Pittsburgh
99	99	W.H.	H. C. Frick Coke Co. Pittsburgh
300	300	Wynn	H. C. Frick Coke Co.

FUEL EFFICIENCY SUBJECT OF CLOSE INQUIRY BY BUREAU

The National Department of Mines Making Many Investigations.

LOSSES IN HAND-FIRING

As Compared With Mechanical Stoking; Tests of Heat Transmission and Losses Arising From Leaky Boiler Joints Being Studied.

Include in the activities of the United States Bureau of Mines during the last year was a series of investigations made of fuel efficiency, combustion of fuel and heat transmission at these problems relate to the generation of steam. The investigations are made by the fuel efficiency laboratory located at the Pittsburgh staff of the bureau.

The general purpose of the investigations of the process of combustion is to obtain quantitative data for the use of engineers in designing grates in furnaces for burning efficiently various kinds of fuel. The investigations have been carried on in two special apparatus, one of which was designed for studying the combustion of the fuel in the fuel bed, and the other for studying the combustion of the gases an smoke in the space of the furnace beyond the fuel bed. During the first part of the year the study of combustion in the fuel beds of hand-fired furnaces was completed and prepared for publication as a technical paper.

During large part of the year the fuel-efficiency section studied the burning of gases and smoke in the combustible space of a hand-fired furnace. The furnace used in these investigations has a long combustion chamber, so it is equipped that a measure quantity of air can be supplied at a uniform rate through the grate, and another quantity separately measured over the fuel bed to burn the gas and the smoke rising from the bed. The work done shows that a quantity of the air supplied through the grate determines the rate, and a quantity of air supplied over the bed determines the completeness of combustion. By measuring the air, the desired quantity, determined in advance, can be introduced in each place, and thus the rate of the completeness of combustion can be more easily controlled.

The object of these particular investigations is to determine how large combustion space a furnace must have to burn efficiently a given coal, a given rate of combustion. Hence, several coals of different chemical characteristics are burned at various rates and with different air supplies over the fuel bed. The completeness of combustion that would be obtained with furnaces having different sizes of combustion space is determined by taking many simultaneous gas samples at several cross sections of the long combustion chamber.

So far three kinds of fuels have been tested, namely, Pittsburgh, Illinois, and Pocahontas coal, each being tested with three rates of combustion and different air supply over the fuel bed. It is planned to test also ananthracite coal, lignite, and wood.

This investigation with the hand-fired furnaces equipped with a thermopile stoker, as described in Bulletin 135-a. They also supplement the results of the study of combustion in the fuel bed of hand-fired furnaces, which was published in Technical Paper 137-b.

The results obtained confirm beyond dispute the conclusions stated in Technical Paper 137, to the effect that only about one-half of the air needed for the complete combustion of coal in a furnace can be supplied through the fuel bed; the other air must be supplied over the bed, complete combustion is not possible. On account of the intermittent feeding of coal in hand-fired furnaces it is very difficult to maintain a condition in the furnace favorable for burning the coal efficiently. Immediately after firing, through the distillation of volatile matter from the freshly fired coal, the air supply over the fuel bed is comparatively low, so that there are losses from incomplete combustion. Two minutes after firing, when the volatile matter is given off, there is too large an excess of air over the fuel bed.

After the present series of tests has been completed, it is planned to replace the fire-brick arch over the grate with a cast surface furnished by a water pan to study whether the slow heating of the freshly fired coal will induce furnace conditions more favorable for the efficient burning of coal than those obtainable with a fire-brick arch over the grate.

The object of the heat transmission investigation conducted at the Pittsburgh station is to obtain reliable data for the ratable design of steam boilers as the absorbers. Among the factors to be investigated the principal are: The diameter, and the length of the boiler tubes, the temperature of the gases, and the velocity at which the gases pass over the heating surfaces of the boiler. It is also planned to investigate the effect of the fuel, and of soon on the efficiency of the boiler. The apparatus used for these investigations consists of a fire-tube boiler fitted successively with several sets of tubes of different diameters. The shell of the boiler is constructed so that the length of the boiler can be made 20, 15, 10 and 5 feet. The source of heat will be hot gases from a furnace burning natural gas. The experiments begin with the boiler 20 feet long and 5 tubes 3 inches in diameter. During the previous two years a series of 453 tests was made with the initial temperature 600, 800, 1,000, 1,200, and 1,400 degrees, the velocity of the gases ranging from 25 to 500 feet per second.

and the steam pressure in the boiler being 110 pounds gage. During the year 1917 another series of 26 tests was made, except that the steam pressure was kept at 10 pounds gage, in order to determine the effect of steam pressure on the rate of heat transmission. The results of both of these series of tests were partly prepared for publication as a technical paper.

As a secondary problem the causes of leaky joints between the boiler tubes and the tube sheets were studied. Measurement of the temperature of the various parts of the joint while the boiler was in use showed that every time the temperature of the joints exceeded 750 degrees F. a leak occurred, in spite of the fact that after a test was completed the joints were allowed to cool very slowly in an effort to avoid leakage. So far the indications are that the leakage is due to overheat the joints and not to cooling suddenly, although the latter theory has been held regarding leaky joints in locomotive boilers.

Three reports were completed and submitted for publication during the year, as follows: A bulletin on measuring temperature of gases in boiler settings; a technical paper on combustion at low rate in fuel beds of hand-fired furnaces; and a technical paper on the chemistry of burning the volatile matter of coal.

ARMY TRUCKS BEING USED TO RELIEVE THE FREIGHT TIEUP

First Section of 30,000 Now on Way to the Atlantic Seaboard.

WILL RELIEVE 15,000 CARS

Which the Railroads Can Divert to Other Traffic; Will Operate Over Routes Selected by Army Engineers; Experiment Watched With Interest.

The first section of the American Army's new experimental truck transport service has started from Detroit on its way to the Atlantic seaboard. The trip is being taken in an effort to relieve congestion in freight terminals by the overuse of motor trucks. The plans have been worked out by the Quartermaster Department and the Highways Transport Committee of the Council of National Defense.

If the plan proves successful, it is estimated that the total relief to the railroads, through the shipments to the coast under their own power of the 30,000 war trucks the Army has under construction, will amount to 600 tons.

The trucks have an average capacity of three tons and only two of them can be shipped by rail in a 40-ton freight car. The new plan will, therefore, relieve fifteen thousand 40-ton freight cars and will also permit the transportation of 30,000 tons of Government materials to the coast from the interior storage depots. The actual number of freight cars which the plan will relieve, therefore, if successful, will be 17,250 forty-ton cars.

The plan will serve also another urgent need, that of producing an opportunity for the training of an efficient corps of transport drivers and officers. No matter how capable a man may be in the operation of a truck at home under peace-time conditions, he must receive weeks of additional instruction and training before he can become an efficient unit in the highly organized transport service which has been worked out by the French and English behind the western front.

The training which our men will receive in driving loaded Army trucks from factory to seaport under the trying conditions which will be encountered this winter will, as nearly as possible, reproduce the actual service conditions abroad. Under the plans worked out the transport companies will negotiate drives of varying distances up to 800 miles over various types of highways, and our men will have met and solved actual problems which will be invaluable to their efficient service behind the lines.

Working in close touch with the storage committee of the Council of National Defense, which is helping to work out the efficient loading of the varied stores of war at convenient central points, the highways transport committee is laying out a comprehensive system of through routes between the truck production centers, the storage centers, and Atlantic coast ports. The routes which are being selected are those which can most easily and clearly be brought into condition to stand the traffic and which will lead most directly from the truck production centers to the seaboard. A central main line or backbone military highway will be selected between Chicago and New York City, and leading to this main line feeder routes from the various scattered motor-production centers. In the East branch routes will lead off the main line north and south to the various Atlantic coast ports.

Officers of the Quartermaster's Department have been for months gathering detailed information in regard to these roads and the possibility of heavy motortruck traffic over them. State and county officials have been called to Washington and are urged as a patriotic duty in the war emergency to bring local gaps immediately into suitable condition.

Late in November engineers representing the Office of Public Roads of the Department of Agriculture and the Corps of Engineers, United States Army, left Detroit, spent 10 days in selecting the most feasible route between Detroit and an Atlantic coast port and the first motor-truck company is now following this route. Officials will watch the results of this first motor company's drive of 600 miles with keen interest and upon the success of this trip will depend the extent to which motor-truck transportation on the part of the government will be developed.

The object of the heat transmission investigation conducted at the Pittsburgh station is to obtain reliable data for the ratable design of steam boilers as the absorbers. Among the factors to be investigated the principal are: The diameter, and the length of the boiler tubes, the temperature of the gases, and the velocity at which the gases pass over the heating surfaces of the boiler. It is also planned to investigate the effect of the fuel, and of soon on the efficiency of the boiler. The apparatus used for these investigations consists of a fire-tube boiler fitted successively with several sets of tubes of different diameters. The shell of the boiler is constructed so that the length of the boiler can be made 20, 15, 10 and 5 feet. The source of heat will be hot gases from a furnace burning natural gas. The experiments begin with the boiler 20 feet long and 5 tubes 3 inches in diameter. During the previous two years a series of 453 tests was made with the initial temperature 600, 800, 1,000, 1,200, and 1,400 degrees, the velocity of the gases ranging from 25 to 500 feet per second.

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LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, December 22, 1917.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
46	Adah	Westm'd-Fayette Coke Co.	Greensburg
400	100	Allegh.	W. Harry Brown, Atch, Pa.
292	100	Alexander No. 1	New York
296	100	Allen No. 2	W. J. Palmer
142	143	American No. 1	Pittsburg
210	240	American No. 2	Pittsburg
48	—	Anex.	The Wilkey & Feather C. Co. Uniontown
45	—	Bellevue	Bellevue Coal & Coke Co. Uniontown
28	20	Bethel	Champion Coal & Coke Co. Uniontown
50	50	Brownsville	Brownsville Coke Co. Uniontown
24	33	Buchanan	Smithfield Coal & Coke Co. Smithfield
205	205	Century	Century Coke Co. Bridgeville
40	40	Champion	Champion C'vile Coke Co. Pittsburg
130	59	Crystal	United C'vile Coke Co. Pittsburg
240	240	Denb.	Ridge Coal & Coke Co. Pittsburg
402	402	Donald	Consolidated C'vile Coke Co. Uniontown
160	160	Donald 3	Waltersburg Coke Co. Uniontown
145	149	Edna	Waltersburg Coke Co. Uniontown
32	—	Emory	Sunshine Coal & Coke Co. Uniontown
32	32	Finley	Jas. Byrd & Son, Atch, Pa.
30	30	Fritts	South Fayette Coke Co. Connellsville
139	60	Goldsboro	Genuine Coke Co. Uniontown
58	58	Genuine	Genuine C'vile Coke Co. Uniontown
209	209	Giffin No. 1	Pittsburg
200	200	Giffin No. 2	Hillman-Neff Coke Co. Pittsburg
210	210	Herbert	Connellsville Central Coal Co. Pittsburg
57	57	Hillard	W. H. Hillard & Son, Atch, Pa.
124	116	Hopewell	McClellandtown
38	38	Hope	Hope Coke Co. Uniontown
185	195	Husted	Husted-Semans C. & C. Co. Uniontown
260	260	Isabella	Heald Coke & Coke Co. Pittsburg
120	110	Katherine	Uniontown Coke Co. Helen
30	30	Lambert	Franklin Coke Co. Mt. Pleasant
400	400	Lincoln	Lincoln Coal & Coke Co. Scottsdale
10	28	Little Gem	The Bixler Coal & Coke Co. Pittsburg
250	250	Lov. Phon.	C'vile Central Coal & Coke Co. Pittsburg
34	34	Luzerne	South C'vile Coke Co. Uniontown
132	132	McAllister	McAllister Coke Co. Uniontown
200	225	Mt. Hope	Mt. Hope Coal & Coke Co. Uniontown
60	60	Murphy	Richardson Coal & Coke Co. Uniontown
103	100	Old Home	W. J. Parham & Son, Atch, Pa.
483	440	Orion	Orion Coal Co. Uniontown
202	202	Parke	Puritan Coke Co. Pittsburg
30	30	Perry	Perry Coke Co. Uniontown
72	72	Plumer	Poland Coal Co. Pittsburg
101	101	Poland	Rich Hill Coal & Coke Co. Connellsville
120	45	Rick Hill	Rick Hill Coke Co. New York
86	—	Rice	Rice Coal & Coke Co. Pittsburg
265	275	Riv. Valley	H. H. Sackett Coal & Coke Co. Smithfield
57	30	Sackett	Taylor Coal & Coke Co. Uniontown
260	260	Shamrock	Fayette Coke Co. Uniontown
60	60	Solon	Prospect C'vile Coke Co. Uniontown
319	250	Sterling	South C'vile Coke Co. Masontown
400	400	Thompson 1	Thompson C'vile Coke Co. Pittsburg
410	400	Thompson 2	Thompson C'vile Coke Co. Uniontown
320	320	Tower Hill 1	Tower Hill C'vile Coke Co. Uniontown
320	159	Tower Hill 2	Tower Hill C'vile Coke Co. Uniontown
34	34	Virgile	Burne Coal & Coke Co. Dawson
500	500	Washington 1	Washington Coal & Coke Co. Dawson
425	425	Washington 2	Banning C'vile Coke Co. Uniontown
78	78	Wineb.	Wineb. & Gilmor C. & C. Co. Uniontown
60	60	Winnmore	Whitel Coke Co. Uniontown
36	36	Yukon	
11,913	10,517		
FURNACE OVENS			
120	—	Acheson	Republic Iron & Steel Co. Gens.
100	100	Bridgewater	H. C. Frick Coke Co. Brier Hill
178	156	Buffington	H. C. Frick Coke Co. Pittsburg
471	471	Colonial No. 1	H. C. Frick Coke Co. Pittsburg
158	158	Colonial No. 2	H. C. Frick Coke Co. Pittsburg
309	306	Colonial No. 4	H. C. Frick Coke Co. Pittsburg
509	509	Death	H. C. Frick Coke Co. Pittsburg
200	200	Edgar	H. C. Frick Coke Co. Pittsburg
407	100	Foothills	Struthers Coal & Coke Co. Fairbank
202	202	Geneva	H. C. Frick Coke Co. Leetonia, O.
203	176	LaBelle	Labelle Coke Co. Pittsburg
462	400	Lambert	H. C. Frick Coke Co. Pittsburg
316	452	McGill	H. C. Frick Coke Co. Youngstown, O.
214	150	Martin	Republic Iron & Steel Co. Pittsburg
300	300	Newcomer	H. C. Frick Coke Co. Pittsburg
400	400	Republic	Republic Iron & Steel Co. Uniontown
350	350	Ronce	H. C. Frick Coke Co. Pittsburg
5,818	4,856		

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THURSDAY MORNING, DEC. 27, '17.

NEED HAVE NO FEAR.

If the recent campaigns in behalf of the several organized war activities had accomplished nothing more than raising certain sums of money, they would have failed in a very important particular. Had the conduct of them resulted in no change in the attitude of our people concerning matters and things in which they previously had no interest or concern; had they failed to arouse in our people a broader conception of their duties and privileges as citizens and a fuller realization of their obligations and opportunities as neighbors, these campaigns would still have fallen short of accomplishing their full purpose.

But most fortunately for our country the success of these campaigns has been no more signal in achieving definite objects than they have been happy in the changes of sentiment, attitude and relations they have wrought. Important among these changes has been the bringing of our people to an appreciation of the value of team work in accomplishing things that are worthwhile. This force is appraised at its true value by the Knights of Columbus in the public acknowledgement of appreciation and gratitude for the aid given during their recent campaign, which says:

The success was made possible only by the hard work of every man who devoted to head every effort and to strain every nerve to drive the arms of this the world's greatest nation, further on the road to a complete and glorious victory in this great war; by the country, business and co-operative forces, as well as by many other sources. It was made possible by the wonderful efforts put forth by the men and women who braved the severe weather of the past week to go to remote places to collect the donations of their kindred given.

On the other hand, the Loyal Order of Moose, the fathers and mothers, the ministers of every creed, the non-Catholics who aided and to those who recommended our movement, we extend our thanks and gratitude.

As we extend a personal thanks and assurances that all are in the thanks giving prayer of our people.

A no less noteworthy development of the campaign is the spirit of cheerful willingness with which the workers hold themselves in readiness to enter upon similar undertakings when the need may arise. This is displayed with unmistakable sincerity in the concluding paragraph of the statement issued by the Knights of Columbus, as follows:

The Knights of Columbus campaign for entertainment work is ended. The work for the world's most patriotic organization, heartily endorsed together in this great patriotic cause, are pledged to aid and further with all their ability, every patriotic endeavor, and whenever Americans necessary come, they stand ready to make every sacrifice to yield a generous patriotic response.

With a spirit like this animating our people we need have no fear that a worthy cause will make gain appeal to the generosity or benevolence of our people, or that they will otherwise fail to do their share in the nation's great business of winning the war.

PATRIOTISM CENTERS.

Every teacher a member of the Red Cross.

Every school room in Fayette county a center of patriotic propaganda.

There were the timely pious Judge Rappert made in his address at the teachers' institute. Both should be headed. The first by the school teachers themselves, the second by the directors and teachers in co-operation. If there ever was a time in the history of our public schools when the school room should be made the center for instruction in the duties and responsibilities of citizenship; when the copies upon which our nation was

should be taught with palpatory; when every child should correct conception of what has stood for from the begining every citizen, young and old, know why we have the greatest war of modern time is now:

Locally all of the schools of there are a number of parents of foreign birth, themselves lacking in a correct understanding of the fundamental principles of our government. Unless children receive instruction that fix our national ideals clearly in our minds while young, they may never acquire such love for the country which has become their home as will make them truly loyal and patriotic citizens. Even children of native born parents need just the same kind of instruction to direct and guide them safely upon the paths that lead to good citizenship.

At this momentous period in our history no there could be more inspiring for a teacher to present to the citizens in embryo than love of country. Every teacher should be active touch with institutions like the Red Cross that he or she may convey to the pupils a correct knowledge of these things while infusing them with strong, healthy, vigorous and abiding patriotism.

Our contemporary tries, acquires and convicts the alleged murderer of lumberman Burke, and all on the same circumstantial evidence.

BOTH OUR BET AND OUR BEST.

The appeal to back up the soldiers in France, made by "Bomber" McGinnis, was directed mainly to industrial workers, but it applies with equal force to workers in every class—and we are all workers now, or must soon join the ranks if we would retain the respect of our fellow citizens.

The speaker, an American citizen and a worker in the industrial army at the time of his enlistment, told of the actual needs of the soldiers in the trenches as he, from personal knowledge, had known them. In plain language he told the blunt facts of his experience which serve to emphasize the importance of his injunction to the people at home doing their full duty to our own boys who, sooner or later, will pass through some of the horrors of war as the Canadian patriot knew.

"All you people who stay at home are very lucky," said he. "But the duty of the industrial army is to back the soldier in France. If you don't back him up you'll be shaking the Germans' boots and you don't want to do that."

"Every man at home should put all of his energies back of the boys over there and win the war as quickly as possible. When a soldier in the front line is without ammunition and hears the people at home aren't backing him up you can't blame him if he throws down his gun and says, 'I quit!'

This is bringing the facts home to us so plainly that none can fail to understand what our duty is. We must never give an American soldier occasion to feel that a single citizen back home is failing to stand behind him. Instead, the boys "over there" must know that all of us are doing both our bit and our best to help win the war as quickly as possible.

CONFESS AND ATONEMENT.
The creation by Secretary of War Baker of a "war council," as sort of an "inner circle" in his department analogous to the action of the Interstate Commerce Commission in appealing to Congress to help it out of the railroad mess into which it has drawn itself,

Both actions are admissions of failure.

The suggestion of Judge Rappert that the school rooms of Fayette county be made centers of patriotic propaganda was well received and promptly acted upon by the school directors at their annual convention. They were quick to realize the necessity which had been brought to public attention by the plea of Judge Rappert to provide instruction of this character for our school children, not alone during the period of the war, but for the future as well. They as readily recognized that no time should be lost in the inauguration of a plan having these purposes in view. That these facts have become impressed upon the directors is evident from the definite and concise statement of their views as embodied in the resolution which declared,

That we, the directors, are in it that we, the school children, patriotic citizens, be effectively taught in all the grades from the primary through the high school, beginning at once.

BEGINNING AT ONCE.

The suggestion of Judge Rappert that the school rooms of Fayette county be made centers of patriotic propaganda by theory instead of practice has been taken up by the school directors at their annual convention. They were quick to realize the necessity which had been brought to public attention by the plea of Judge Rappert to provide instruction of this character for our school children, not alone during the period of the war, but for the future as well. They as readily recognized that no time should be lost in the inauguration of a plan having these purposes in view. That these facts have become impressed upon the directors is evident from the definite and concise statement of their views as embodied in the resolution which declared,

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CHANCE FOR THE "HAS BEEN'S."

The "has been's" of the military service have an opportunity to once more don Uncle Sam's blue. In the formation of the United States Guards the War Department has authorized the enlistment of men past the age limit fixed for admission to the Regular Army. Men who served in the Spanish-American war, or in the Regular Army at any time and were honorably discharged, will be accepted up to 60 years of age if physically fit. The force thus, to be organized will not be used in overseas service but for the purpose of relieving the fighting troops now on duty at home. In this capacity they will again be able to feel the thrill and pride of being in their country's service. Not such service as now remains the special privilege of younger men and to take part in which the older men would be willing to make any sacrifice, but a service for which their previous training and experience will adapt them.

Compared with what the boys "over there" will experience duty with the United States Guard will be prosaic and somewhat humdrum. It will be a patriotic service, however, the members of this force having the same chance of doing their bit with as great fidelity as those who will meet the foe on the battlefields of Europe. It will be an honorable service and worthy to be performed by any man who wants to do "something" but is deprived of doing that which lies nearest to his heart as his choice.

STILL CHANCE TO ENLIST.

Trust to the facility with which Provost Marshal General Crowder can reverse his draft decisions, another opportunity is provided certain classes of men to voluntarily enlist in the Regular Army.

The order stopping enlistments of men on December 15 has been changed by a more recent ruling which permits registrants, who are not included in the quota which is awaiting orders to go to the cantonments, to present themselves to the local boards for enlistment. They are not allowed to select the branch of the service, in which they prefer to enlist, the cavalry, field and coast artillery and the engineer corps being closed to enlisted men of this kind. This leaves the infantry arm available, in which the larger number of enlistments are made at all times, and thus presents the last chance to those who wish to escape the so-called stigma of being drafted.

The school kiddies are unhappy again. They now know when the Christmas vacation will end.

The experts tell us that the many days have been a success. And lots of people didn't even know that we have been having them.

It is a very little known attorney who does not have scores of clients in these days of the Questionnaire.

"I WILL NOT HEAR."

Upon the occasion of Emperor William's recent visit to Czar Ferdinand of Bulgaria, when the Kaiser was dined, wined, feted and decorated with the Order of Gallantry, first class, and diamonds, the visiting war-lord made the following declaration in response to a speech by his host:

"Together with our Austria-Hungary and Turkish Allies, united in hatred of the enemy, we will, with God's help, resist without yielding until the ideal in defense of which we have gone to war is won."

That the "ideal," to attain which the Kaiser and his allies started the war, is the destruction of civilization and the placing of the whole world under tribute to Germany, the world knows as well as it knows that no crime against humanity has been too revolting for Germany to commit under the guise of "military necessity." That the murder crew of the Hohenzollers and Hapsburgs will never achieve their "ideal" was declared centuries before either of these dynasties began their autocratic rule, as a humble Methodist minister, Rev. Gladstone Holm, recently pointed out in an address to a gathering of our soldiers and sailors at Philadelphia, when he said:

"The German Kaiser has been praying to God, as we Americans have been praying, but God will not hear the prayers of a man whose hands are stained with blood. Have you ever heard that the German minister in the Serbines says which, 'When ye spread forth your hands to Me I will not hear, for your hands are full of blood? God will not hear the Kaiser's prayers because he has a lot of blood of innocent men failing to stand behind him. Instead, the boys 'over there' must know that all of us are doing both our bit and our best to help win the war as quickly as possible."

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The western judges have a narrow sense of the kind of penalties in view in the case of the Questionnaire. With 10 and 20 year sentences for the former, and \$500 and \$1,000 fines for the latter, in addition to compelling them to buy Liberty Bonds, contribute to the Red Cross, Y. M. C. A. and the Knights of Columbus, the idea of the so-called "hate" or "hatred" of the nation ought to be lost to them of good will.

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RED CROSS DRIVE CLOSES; 7,000 MEMBERS SECURED

5,500 From City Alone; Re-
maining 1,500 From Out-
lying Territory.

LEADERS ARE PLEASED

Chairman Kurtz Wrote, However,
That More Contribution of Dollar Is
a Small Part of Member's Duty;
Service Big, Elemental Requirements.

The Red Cross drive in Connells-
ville and vicinity has netted approxi-
mately 7,000 members, 5,500 from this
city alone, and the remaining 1,500
to the outlying territory.

Connellsville made 10,000 the goal
for the drive here and all members of
the directing committee, as well as the
canvassers, are well pleased with the
results. Additional memberships are
still coming in from the city and out-
side districts, and several hundred
may yet be added.

About 1,000 memberships were taken
in during the week and more than
1,000 were collected Sunday. The
booths, which were established at
eight places throughout the business
section during the week turned over
\$250 to the committee, every dollar
meaning a member.

"The people of Connellsville and the
surrounding districts have made a
splendid showing," said Chairman J.
Fred Kurtz of the Connellsville Chap-
ter this morning, "but a note of warn-
ing should be sounded at this time to
the effect that the mere contribution
of a dollar is the very smallest duty
of the Red Cross members. While money
contributions are essential to con-
tinuing the Red Cross work, the one
big imperative elemental requirement
from each member is service. An ac-
tive member is worth six who only
contribute. In enrolling as members no
oath or obligation was taken or re-
quired; the only necessity in this
connection is one's moral conviction
that he and she should and must serve
in terms of action if the war is to be
won, and the full amount of efficiency
rendered. More workers are needed
needed at local Red Cross headquar-
ters; vast quantities of articles must
be turned out."

Mr. Kurtz also said that much ad-
verse criticism had been occasioned
because of the actions of some pro-
spective members when approached.

"Backing and filling, giving no
sound excuse for their refusal to join,"
he continued, "and being zone to
give, they hedge and beg the question;
until finally, shamed into acquiescence
by the soliciting team, a number of
men grudgingly agreed to give up a
shrinking cowardly little dollar, but
have imposed the condition that they
do so only on the understanding that
their name to not used or put on the
membership roll of the Red Cross."

"In each case of this kind, the in-
dividual has been informed in no
doubtful language that it is not their
dollar that is wanted but them; not
their paltry contribution without their
hearty and loyal support backing it.
Some few men have refused to accept
the service flag and display it in their
window. Such few cases have been
rare, however, the people, in the main
gladly and willingly contributing and
expressing their desire in every way
possible."

In the outlying territory, Ohiopyle
has secured about 200 with Vander-
bilt also coming strong. No definite
reports on any of these communities
are yet available however.

The family of James P. Smith on
Sycamore street is displaying in its
window a Red Cross service flag
containing 13 crosses. Thirteen mem-
bers in one family is a record, being
that of John Duggan, Jr., who also
took out 13 memberships. The Smiths
subscribed last Sunday.

One of the 13 crosses is for William
L. Smith, a member of the Aviation
Corps, somewhere in France.

In some sections of the city canva-
ssers who took the same territory they
covered last Sunday had better suc-
cess than they did a week ago while
others found the districts assigned to
them had been pretty thoroughly
combed before, not getting any
heavy returns. The team covering
Washington avenue found the resi-
dents of that street only waiting to
be approached. No canvass whatever
was made there last Sunday, it being
overlooked in some manner.

There were only a few cases of re-
fusals reported yesterday. In some
places where persons had no money
memberships were written out, to be
paid for by the fund donated by the
Moose Lodge for that purpose. In one
instance a woman told the canvasser
she did not have money enough to buy
a Christmas gift. Neighbors, however,
said she had plenty of money in the
bank. Her case will be looked into.

Two men were reported who said
they were willing to pay the dollar
for the membership but did not want
to be paid for the fund donated by the
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The South Connellsville committee
had better success yesterday. Walter P.
Schenck, who was assigned to a
scattered district, got only three out
of a number of houses last week but
doubled that yesterday. Other can-
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LEIDERKRANZ BACKING U. S. RED CROSS COMMITTEE TOLD

"The German Liederkranz is back-
ing up America in any war possible
for the prosecution of the war," is
what a Red Cross committee was told
Sunday evening when sent for by
officers of the Liederkranz. The Ger-
mans held a meeting yesterday and
in order to place themselves in the
light before the public, sent for a Red Cross committee and signified
their willingness to help in any way
in the war against Germany.

The Liederkranz donated \$25 towards
the Red Cross fund and asked that it be made plain that any other
committees needing financial aid need
not refrain from approaching the Lieder-
kranz, that when there was any
necessity for money to be raised they
would be willing to do their share.

The officers of the lodge asked also
that any member who made insulting
or disparaging remarks against the United
States be reported at once, promising
that such a member would be immedi-
ately expelled from the body.

The Liederkranz wants to go on
record as a body of loyal American
citizens willing to do their part in any
way, shape or form. One man told
Mayor-elect John Duggan that although
there might be some sentimental
feeling for Germany, the German
system of rule was not wanted by a
German in this country, and that he
would not go back to Germany tomorrow
even if he had the chance.

Those Left Behind in War Zone, De-
pendent on Men Working in U. S.
Are in Distress.

For some reason Scottsdale took no
part whatever in the Red Cross mem-
bership drive. Scottsdale is a unit of
the Mount Pleasant chapter and local
canvassers did not feel at liberty to go
there.

One Scottsdale man who was here
last week said to a man who is can-
vassing for members, "Say, Will what
are all those Red Cross things hanging
in the windows?" With a population
of several thousand, many members
could have been secured by a day's
canvass. Scottsdale is turning out
much work in bandages and other ma-
terials needed for Red Cross work, but
no steps whatever were taken to
canvass the town.

PEPSYANIA ATTAINING
RED CROSS MEMBERSHIP QUOTA

WASHINGTON, Dec. 24.—Reports to
the Red Cross today on the result of
its campaign for 10,000,000 members
showed that some divisions had ex-
ceeded their quotas and others were
approaching figures set for them.

ETTER APPOINTED

Local Man Made Inspector Of Clothing
for the Government.

L. S. Etter, manager of the Royal
Woolen Mills store here has received
an appointment as Inspector of Cloth-
ing for the United States government
and will report to the Depot Quarter-
master at Philadelphia on January 1.

He will be stationed at a government
clothing factory. His duties will be
to inspect the clothes and cutting of
the goods.

Etter has been manager of the local
store of the Royal Woolen Mills for
five years. When the olive drab uniforms
for the National Guard first
came out he measured members of
Company D and the Hospital corps
for their uniforms.

For nine years Etter was quarter-
master sergeant in the Eighth Penn-
sylvania Infantry. He made applica-
tion for the clothing inspector ap-
pointment in November. He was re-
fused a place in the guard when all
married men were barred from en-
listing and has been trying to get
uniform ever since then.

POLICE RECEIPTS BIG

Fourteen Forfeits Left By Prisoners
Make Total of \$75.50.

Although 15 arrests were made by
the police Saturday night, not one
prisoner was given a hearing Sunday
morning. Fourteen left forfeits and
one was discharged on account of
sickness. The forfeits totaled \$75.50.

Five women were arrested for dis-
orderly conduct on South Pittsburg
street about 11:30 o'clock Saturday
night by Patrolman D. H. Turner.
Frances Kimmel and Ruth McClintock,
two of the women, are said to
have been lined up against Jessie
Bee and Bertha Wilburn of Cum-
berland. The four women are reported
to have called a taxi to take them
out of the city to fight it out, but they
got too noisy on the streets, their
arrest following. The first two girls
left forfeits of \$12.50 each, and the
Cumberland women left \$5 each.

Local police force has been
increased to 100 men, 50 of whom
are on duty at all times. The
police force is now 100 men, 50 of
whom are on duty at all times.

Refused LEWIS GUNS

Manufacturer Tells of Rejection of His
Offers to Provide Arms.

WASHINGTON, Dec. 22.—The gov-
ernment reluctance to adopt the Lewis
machine gun was described at length
today by E. E. Borie, manufacturing
head of the Savage Arms company,
the American makers, testifying at
the Senate military committee's in-
vestigation of the shortage in army sup-
plies.

When the Mexican border trouble
began, Mr. Borie said he offered 1,500
Lewis guns to the war department, but
got an order for only 350, to use
British ammunition.

After war broke out again offered
guns to the war department and were
told again the test would be awaited,
he said. The Navy Department and
Marine Corps, however, ordered a
special test.

Colonel Isaac Lewis, the inventor
today told the committee "the whole
story" of his efforts to get the War
Department to adopt his invention.

Lewis, center of a stormy contro-
versy of years' duration, told the
Senate that he did not first offer his
weapon to the British but that while
still an active officer in the Army, tried
without avail to persuade the War
Department to accept it free of cost.

The ordnance equipment of General
Pershing's army he said is "an outrage
and disgrace." The forces are without
enough machine guns and rifles
he added and have heavy artillery only
borrowed from the allies.

Get Marriage Licenses.

Frank Ohley and Lizzie Carker,
both of Indian Head; Thomas E.
Crawford of Uniontown, and Beulah
Wetherbee of Lemont, were granted
marriage licenses in Uniontown Sat-
urday.

Hurt in Fall.

Miss Beulah Gilmore of East Fair-
view avenue is suffering from an in-
jured left arm caused from a fall
Ligaments are torn loose.

Granted Marriage License.

John Pool and Bertha Patterson of
Scottsdale, were granted a license to
wed in Greensburg.

LOCAL BRANCH OF NAVY LEAGUE HAS MADE 600 SETS

Women of Region Have Finish-
ed and Shipped Out 2,404
Knitted Articles.

BIG CHRISTMAS DONATION

Holiday Club Formed Among Mem-
bers of Branch Makes Its Shipment;
Response to Appeals for Workers to
Provide Comforts Is Magnificent.

The Charleston Comforts Branch of
the Navy League, since its organiza-
tion last June, with Mrs. J. Melvin
Grey, chairman, has shipped 2,404
knitted articles, or 600 complete sets
four articles to a set, to the Navy
League headquarters. This shows that
the patriotic women of Connells-
ville are doing their bit in the world war.

Following the organization of the
Charleston branch, the chairman, Mrs.
Grey, and many other workers, entered
enthusiastically into the work and
as the result many articles have been
provided for the sailors. Women have
laid aside their social duties, so they
may devote as much of their time as
possible to knitting. Quite a number
of women have taken up more yarn
and after Christmas expect to keep
on knitting.

Articles knitted by members of the
Christian club of the Charleston
Comforts branch and sent as gifts to
the sailors were shipped yesterday.

The officers of the Comforts branch
desire to thank the ladies who so
generously gave their time for this
worthy cause, believing that these
knitted articles will make a great
difference to the sailors.

The following contributed towards
the Christmas donation: Mrs. E. Peck,
sweater; Mrs. Catherine Hart, two
helmets; Mrs. Harry Bengal, one
helmet; Mrs. Maggie Deneen, two
sweaters, pair wristlets; Mrs. Dorothy
Kurtz, one mitten; Mrs. Alice Mae
Gilmore, one helmet; Mrs. Harry
Reese, one mitten and two sweaters;
Mrs. Pauline Groff, one mitten; Mrs.
Rebecca Patterson, one helmet; Mrs.
Anne F. Denney, three sweaters,
one mitten; Mrs. Edith Hyatt, one pair of
wristlets; Mrs. John Everett, one helmet;
Mrs. Francis Richley, one set;

DEVELOPMENT OF BY-PRODUCT COKE AN EFFECT OF WAR

Conditions Favored Large Investments Essential to Expansion.

SAVING TO BE AFFECTED

In the Recovery Estimated to Be 825 Pounds of Coal Per Ton of Coke, or 2,000,000 Tons of Coal Annually at Present Rate of By-Product Output.

The growth of by-product coke making and the recovery of by-products incident to the process has been one of the striking effects of the war in industry. The cause of this rapid increase has not been a desire to take advantage of the inflated prices for by-products due to the war conditions, says an authority, but a financial condition favoring large investments brought about by the war, and making it possible to carry forward plans made previously.

On January 1, 1915, there were in operation 6,413 by-product recovery ovens of various types and sizes in the United States and Canada, having a capacity to carbonize 24,000,000 tons of coal per annum, and to produce therefrom approximately 18,000,000 tons of coke. Despite the fact that in the interim practically five hundred ovens have been discarded, on January 1, 1918, there will be in operation, if present contracts are completed, 9,900 ovens, having a capacity to carbonize 47,400,000 tons per annum giving a coke production of 35,000,000 tons in this three-year period by-product coke production will have practically doubled and there will have been as much gain in capacity as in the previous 20 years.

While a number of the new installations have been undertaken as commercial enterprises the larger part of the gain in number and capacity of plants has resulted from furnace and plant interests providing their own sources of fuel production. Under the stress resulting from war conditions the increase in by-product coke producing capacity has been a most fortunate development. The hindrance to transportation and labor shortage have curtailed beehive oven production so largely that without the additions to the by-product plants and the construction of new ones the iron and steel industries would have been in a desperate plight.

Apart from this an impressive fact, well known to all persons posted on the subject, is the conservation of coal which is affected through the production of coke by the by-product process and the utilization of the by-products therefrom. This is illustrated concretely by taking the results to be obtained by the operation of a modern by-product plant running on an 85 per cent high volatile and a 15 per cent low volatile coal admixture.

To make one ton of furnace coke requires 14 to 15 tons of coal. Compared with beehive coking the by-product affects a saving, having a fuel value of 825 pounds of coal which is determined as follows:

Nine thousand cubic feet of gas, having 550 Btu per cubic foot, used as fuel, has a fuel value equivalent to 350 pounds of coal. The 12 gallons of tar recovered and used to make creosote oil, pitch, lampblack, various oils and dyes materials has a fuel value of 133 pounds of coal. Four and one-half gallons of benzole or light oil used for explosive bases, motor fuel, dye material, bases, phenol and other chemical manufactures and as a solvent and cleanser equals 42 pounds of coal in its fuel value. The 120 pounds of coke breeze used as fuel is equal to 100 pounds of coal. In addition other wastes in the beehive ovens are estimated at 300 pounds of coal per ton of coke. These several savings in the by-product process are thus seen to aggregate 325 pounds to every ton of coke produced.

In addition 33 pounds of ammonium sulphate are recovered in making a ton of by-product coke. This has no fuel value but it has a commercial value for use in the manufacture of fertilizer for refrigeration and for nitric acid and other chemical manufacturers.

In arriving at the foregoing fuel values that of the gas is put as against raw coal, B. t. u. for B. t. u. There is a further saving in the blast furnace of 200 pounds of coke per ton of beehive coke formerly used. Figured back on a coal basis these 200 pounds of coke represent 232½ pounds of coal at the beehive oven so that the total saving amounts to approximately 1,100 pounds of coal—55 ton—for each ton of by-product coke made in the modern plant. Since the ovens added from January 1, 1915, to 1918 will produce practically 18,000,000 tons of coke per annum, it follows that they will save annually the fuel equivalent of 9,000,000 tons of coal.

RESCINDS ORDER

Fuel Administrator Withdraws 15-Cent Privilege to New Mines.

An order issued by the fuel administration on November 23 permitting new mines to charge 15 cents above producing cost has been formally withdrawn, because, it was explained, it apparently had caused considerable misunderstanding as to the administration's policy on the question.

Dr. Garfield pointed out that it is an economic waste to develop under present conditions new mines which cannot be made to operate at a reasonable profit when normal conditions are restored.

Coal Inquiry On.

WASHINGTON, Dec. 26.—Inquiry into the coal shortage displaced the sugar investigation on the program of the Senate manufacturing committee today and Fuel Administrator Garfield was summoned as the first witness. The committee planned to take up the sugar problem again Friday and probably will allow Fuel Administrator Hoover to reply to charges made by Claud A. Spreckles, president of the Federal Sugar Refining company that the sugar shortage was caused by the food administration's fixed import price.

4 Miners Killed.

KNOXVILLE, Tenn., Dec. 20.—Eleven miners were killed in an explosion at Mine No. 3 of the Barbour Coal & Coke company at Catoosa, near Nemo, Tenn., late Wednesday afternoon according to word received here today. Seventy-five were in the mine at the time. Whether the explosion resulted from a gas pocket becoming ignited or from the premature discharge of a keg of powder in the mine is not known.

Have New Coal Land for Sale? If so, advertise it in The Weekly Courier.

EQUIPMENT ORDERS WERE RESTRICTED

Because Capacity of Mills Was Over-sold; Thousands of Cars Ordered But Mainly for Foreign Use.

Rail mills have taken contracts for standard and light sections this year amounting to only 1,500,000 tons being approximately the same tonnage as was taken in 1914, but with this exception the 1917 orders are the smallest in ten years. Twice this tonnage could have been sold however, if the rail mills had been in position to accept business. In 1916 rail contracts aggregated nearly 5,400,000 tons making total orders in the last two years 6,900,000 tons or an average rate of 3,450,000 tons a year. This latter tonnage is slightly above the yearly production of the mills in the last 12 years, although the rail manufacturers today are operating plants having a rated capacity of between 5,000,000 and 6,000,000 tons a year. Not a few of the rail mills however, have been utilized in the last 12 to 18 months to roll shell bars.

It is an interesting fact that in the last six months rail manufacturers have accepted orders for approximately 370,000 tons, whereas nearly 1,000,000 tons were sold the first six months of the year. Of the 600 and 300,000 tons are little more than mill reservations.

Car manufacturers have taken contracts thus far this year which will call for the payment by the railroads and the government of approximately \$285,000,000. In the last 12 months orders have been booked for 142,335 cars, of which 91,774 are for export, including 23,772 for United States railroads building in France. It is thus evident that domestic orders have been only 50,581. These are the smallest orders placed by domestic roads in 20 years.

Locomotive shops have taken orders for 5,871 engines since the first of the year, of which 3,723 are for export, including 2,014 for United States railroads in France. Domestic roads have ordered 2,146 locomotives. With three exceptions, 1915, 1914 and 1908, these are also the smallest orders for home use in 20 years. It is estimated that the contracts for motive power both domestic and foreign placed this year will require the expenditure of \$293,500,000.

BELGIANS ARE THE LEADERS

In the Exploitation and Development of the By-Product Process of Making Coke.

Belgium was a pioneer in the by-product industry says a Belgian engineer in a recent issue of the Coal Age. The oldest by-product company now in existence is the Societe Anonyme du Charbonnage des Produits, at Flenu, Belgium, which was incorporated in 1866 for the mining of coal and the manufacture of by-products. The Products company never ceased for a single day since 1858 to make by-products, and the first aniline colors ever put on the market were made at Flenu by this company, at a time when its coke and by-product department was managed by the noted Belgian chemist Neyrincx.

With the advent of the Coppee vertical-flue coke ovens the Products company became quite a factor in the by-product industry. That was about 1870, at a time when Germany had only beehive coke ovens and when all coke made in Belgium was produced in retort ovens of the original Coppee style. Not only was Germany behind Belgium in getting rid of its beehive ovens, but even to this day there is not in Germany a single coke oven which is not of the vertical-flue kind first invented by Coppee, a Belgian or the horizontal-flue style developed by Solvay and Semet the former a Belgian the latter a Frenchman both living today. There are many people in this country, even among those in the by-product industry, who believe that the by-product oven is of German origin and developed. To this day Belgian coke ovens have always kept at least one step ahead of all others."

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Advertise in The Weekly Courier

Coal Freight Rates

EFFECTIVE JULY 1, 1917

TO EASTERN POINTS.		ORIGINATING DISTRICT		
Pittsburg	Fairmont	Gibson	Lutrebo	
Baltimore Md.	32	32	1.50	\$1.75
Chester, Pa.	3.15	3.00	1.85	1.75
Harrisburg, Pa.	1.35	1.70	1.55	1.45
Johnstown, Pa.	85	75	60	50
Lebanon, Pa.	2.05	1.90	1.75	1.50
New York N. Y. (37th)	2.40	2.25	2.10	2.00
New York N. Y. (Bklyn.)	2.80	2.25	2.20	2.10
Philadelphia, Pa.	1.50	1.50	1.35	1.20
Pittsburg, Pa.	2.15	2.00	1.85	1.75
Sparrows Point	2.15	1.72	1.57	1.47
Steubenville, Pa.	1.37	1.20	1.05	1.00
State, Bethlehem, Pa.	2.25	2.10	1.95	1.85
Syracuse, N. Y.	2.30	2.15	2.00	1.90
TO ATLANTIC PORTS via P. R. R.				
Greenwich, local	1.80	1.75	1.50	1.50
Greenwich, export	1.70	1.65	1.40	1.30
South Ambo, F. O. B.	1.05	1.50	1.75	1.65
Hartford, Conn.	2.10	1.95	1.80	1.70
Greenville	2.30	1.85	1.80	1.70
Charleston, W. Va. local	1.80	1.75	1.60	1.50
Charleston, W. Va. export	1.60	1.50	1.35	1.25
Curtis Bay, Md. local	1.65	1.48	1.32	1.25
Curtis Bay, Md. export	1.60	1.48	1.32	1.25
To ATLANTIC PORTS via B. & O.				
St. George, Coal, Piers	2.40	2.25		
St. George, for Export	2.00	1.90		
Philadelphia, Coal Piers	1.90	1.75		
Philadelphia, for Export	1.70	1.55		
Curtis Bay, Piers	1.90	1.75		
Curtis Bay, for Export	1.60	1.48		

The rate from the Fairmont District to Johnstown is 1½ Monongahela River to state line below state line to Fairmont Dist.

The Connellsville Rate applies to shipments from points on the Southwestern Branch of the Pennsylvania railroad south of Rutherford from points on the Monongahela River railroad.

The Fairmont Rate applies to shipments from points east of Butler on the Smithfield & Monongahela Branch and from the Fairmont Region of West Virginia.

The Pittsburgh District includes points east as far as Latrobe and south to and including Brownsville and Braddock and including the Pittsburgh, Cincinnati & Charleston railroad eastward to Dawson on the Baltimore & Ohio railroad and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwestern Branch of the Pennsylvania railroad south of Butler on the Pittsburgh, Monongahela and Monongahela River road points New York Central points east of Dickerson Run including Connellsville Transfer and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

The Pittsburgh District includes points on the Southwestern Branch of the Pennsylvania railroad south of Butler on the Pittsburgh, Monongahela and Monongahela River road points New York Central points east of Dickerson Run including Connellsville Transfer and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

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